

To Members of the California State Assembly:

I am returning Assembly Bill 842 without my signature.

This bill would add ranking provisions to the Infill Incentive Grant program and Transit-Oriented Development programs administered by the Department of Housing and Community Development (HCD). These provisions would give preference if an applicant's general plan, transportation plan, or regional blueprint provides for a 10-percent reduction in the incremental growth in vehicle miles traveled (VMT).

The fundamental weakness of this bill is the absence of any generally accepted, standardized tools for measuring changes in VMT that accommodate in any meaningful and reliable way the varying social, economic, and geographical conditions in the state. Moreover, even if there were such measures, this bill would provide no means of monitoring whether the projected VMT reductions were achieved or any sanction for failing to achieve the projected reductions. Without these elements, this bill is pointless.

Additionally, the bill is costly and duplicative. The Infill Incentive Grant program and Transit-Oriented Development programs are programmatically structured to minimize automobile use. The ranking criteria for the programs currently include several measures that incentivize and target reduced automobile usage. This bill would impose substantial costs on HCD and local planning agencies with little, if any, prospect of achieving its goal of reducing automobile use.

For the above reasons, I am returning the bill without my signature.

Sincerely,

Arnold Schwarzenegger